

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS

COUNTRY East Germany

REPORT NO.

TOPIC Puetnitz Airfield

635598

25X1A EVALUATION see below PLACE OBTAINED 25X1

DATE PREPARED 30 April 1954

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

25X1X

1. On 19 March 1954, light air activity was observed at Puetnitz airfield. There was a low cloud base and haze. Swept-back jet fighters, including Nos 028, 607, 201 and 2380, made individual flights. Twenty-one MiG-15s or U-MiG-15s were counted at the field. ¹ The radar sets on Koeppenberg (hill) were at their previous locations and in operation. ²

25X1B

2. [redacted]
3. At 1 p.m. on 17 March, swept-back jet fighters took off individually and in elements of twos and subsequently practiced individual and formation flying. On 20 March, individual and formation flights in elements of twos were made by aircraft including Nos 702 and 712. ¹ Source learned from a German that, on 6 March, a high-ranking officer in a MiG-15 met with a fatal accident. On 9 March, the funeral was observed; a casket covered by red cloth and with a helmet and military decorations on top was carried to the guardhouse while a military band was playing. ⁴
4. Besides the radar sets on or near Koeppenberg three radar sets, including a Token-type set on the northern edge of the field and a Kniferest-type and a Fishnet-type set located north of the eastern end of the runway, were observed at the field. ²
5. Nine fuel containers which apparently were not built in and not filled were observed in the northeastern corner of the field. Some of the aircraft crates which have been stored near the loading ramp for a long time, were removed in mid-March. ⁵
6. During air activity, truck [redacted] was parked at the end of the runway pointing in the direction of the wind. The truck had a van-like superstructure and a glass cupola. On both sides of the engine three lamps, including a yellow, a green and a red lamp, were fitted on the superstructure. ¹ [redacted]

25X1B

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25X1X

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7. The following air activity was observed at the field between 20 March and 3 April:
20 March. Two swept-back jet fighters took off for local flights.
22 March. There was air activity in the morning and afternoon. Shortly after 4 p.m., a twin-engine monoplane with double rudder assembly took off and disappeared toward the east.
28 March. After 10:41 a.m., a swept-back jet fighter practiced diving.
29 March. About 11:30 a.m., four MiG-15s or U-MiG-15s numbered 1172, 1173, 1513, and 1598 took off.
30 March. During the morning, some elements of two aircraft practiced formation flying. Shortly after 1 p.m., a twin-engine monoplane landed and took off again at about 3 p.m., flying toward the southwest.
2 April. During the afternoon, local flights were made. There was night flying by swept-back jet fighters which had set position lights. No searchlight was in operation during take-offs and landings. The sky was clear.¹
In late March, the radar set on Koeppenberg was at its previous location. The 25X1B set was occasionally seen operating.²
8. [REDACTED]
9. During the morning of 31 March, swept-back jet fighters practiced intensive individual and formation flying. About 4 p.m., 24 aircraft were parked at the field, while 13 aircraft were engaged in flying. Aircraft Nos 114, 1505 and 1524 were identified. In the morning on 1 April, formations of four aircraft made flights of about 30 minutes duration.¹ Source learned from a Soviet soldier that a MiG-15 stationed at the field had crashed about three weeks ago.⁴ Source learned from another soldier that the field was placed on an alert status in late March. Source only observed that officers and EM carried gas masks during that time.¹
10. A radar set, apparently of Token type, was located on Koeppenberg. In late March 25X1B another set of the same type was observed on the eastern edge of the field.²
11. [REDACTED]

25X1A 1. [REDACTED] Comment. Two fighter regiments equipped with a total of about 45 MiG-15s and a fighter division headquarters are stationed at Puetnitz airfield. Aircraft Nos 028, 201, 607, and 2380 are reported for the first time. Aircraft No 702 was previously reported from Grossenhain, No 712 from Wittstock, Nos 1144, 1172 and 1598 from Laerz, Nos 1505 and 1524 from Wittstock, No 1513 from Neuruppin and No 1173 from Puetnitz.

25X1A 2. [REDACTED] Comment. According to previous information, one radar set each of the types Token, Kniferest, Fishnet, and Dumbo located in the southern part of the field were available at Puetnitz. According to the present report, one Token-type set, one Kniferest-type set and one Fishnet-type radar set are additionally available in the northern part of the field.

25X1B 3. [REDACTED]

25X1A 4. [REDACTED] Comment. Information on the crash of a MiG-15 is received for the first time.

5. [REDACTED] Comment. The storage of aircraft crates at Puetnitz airfield has been observed for a prolonged period of time. Transportation reports indicated the shipping of about 45 such crates to Puetnitz in August 1953 and the dispatch of 38 crates in November 1953. No information has been received on the dispatch of crates in March.

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